

The Hongkong Telegraph

ESTABLISHED 1861

NEW SERIES No. 1274 日一廿月六年五十二緒光

FRIDAY, JULY 28, 1899

五拜禮

號八廿月七年七英港香

THIRTY DOLLARS PER ANNUM

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880
CAPITAL (SUBSCRIBED AND PAID-UP) Yen 12,000,000
RESERVE FUND Yen 7,500,000

Head Office—YOKOHAMA

Branches and Agencies:
TOKYO, KOBE,
NAGASAKI, LONDON,
LYONS, NEW YORK,
SAN FRANCISCO, HONOLULU,
BOMBAY, SHANGHAI.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
On fixed deposits for 12 months at 5 per cent.

S. CHOW, Agent.

Hongkong, 1st July, 1899. [38]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
R. M. GRAY, Esq., Chairman.
N. A. SIBBS, Esq., Deputy Chairman.
E. GOETS, Esq.

CHIEF MANAGER:
HONGKONG—SIR THOMAS JACKSON.
SHANGHAI—J. P. WARD, Esq.

MANAGER:
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.
On fixed deposits for 12 months at 5 per cent.

On Fixed Deposits:
For 3 months, 3 per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 per cent. per annum.

THOMAS JACKSON, Chief Manager.
Hongkong, 6th June, 1899. [19]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST ON DEPOSITS IS ALLOWED AT 3 PER CENT. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON, Chief Manager.
Hongkong, 1st August, 1899. [10]

IMPERIAL BANK OF CHINA.
ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Tientsin
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI
Branches and Agencies:
CANTON, HANKOW,
CHEFOO, PEKING,
CHINKIANG, SWATOW,
FOOCHOW, TIENTSIN.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH:
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS:
3 per cent. per annum Fixed Deposits for 3 months.
4 per cent. per annum Fixed Deposits for 6 months.
5 per cent. per annum Fixed Deposits for 12 months.

E. W. RUTTER, Acting Manager.
Hongkong, 15th October, 1898. [1237]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital 1,000,000
Paid-up Capital 1,000,000

HEAD OFFICE—HONGKONG
Board of Directors:
Chan Kit Shan, Esq.
Chow Tung Shing, Esq.
D. Gillies, Esq.
J. T. Laidlaw, Esq.

CHIEF MANAGER:
GEO. W. F. PLAYFAIR

Interest for 12 months Fixed Deposits 5 per cent.
Hongkong, 30th May, 1899. [16]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1826
HEAD OFFICE—LONDON

CAPITAL PAID-UP 1,000,000
RESERVE FUND 1,000,000
RESERVE LIABILITY OF PROPRIETORS 1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNTS at the rate of 1 per cent.
On fixed deposits for 12 months at 5 per cent.

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS

JAPAN, &c. Formosa A. G. Cubitt, R.N.R. Daylight, 29th July, Freight or Passage.

LONDON Socotra T. H. Hide, R.N.R. About 4th August, Freight only.

SHANGHAI Chusan E. Street About 4th August, Freight or Passage.

LONDON, &c. Coromandel F. W. Vibert, R.N.R. Noon, 5th August, Freight or Passage.

JAPAN Rohilla S. de B. Lockyer, R.N.R. 4 P.M., 5th August, Freight or Passage.

LONDON Manila R. L. Haddock, R.N.R. About 17th August, Freight or Passage.

(Passing through the Inland Sea.) (See Special Advertisement).

For Further Particulars apply to
H. A. RITCHIE, Superintendent.
Hongkong, 28th July, 1899. [5]

THE CLUB HOTEL, LIMITED.

No. 5-B, DUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager.
Yokohama, 1st October, 1897. [36]

AQUARIUS.
"A PERFECT TABLE WATER."

Allowance for the Empty when returned to our Depot.
Per 1 Dozen Quarts \$2.50 \$1.00 \$1.50
Per 1 Dozen Pints 1.75 0.75 1.00

There is no teaching in all the wide world of hygiene so valuable as the inculcation of the idea that typhoid fever is a water-borne disease. Excluding a not common liability to the air-diffusion of its germs, we acquire this "taint" undoubtedly from water directly, or from milk which has been fouled by polluted water. Pure water means practically the abolition of both typhoid fever and cholera. Our safety abroad is to drink a pure Mineral Water only. (Dr. Andrew Wilson in the "Illustrated London News")

CALDBECK, MACGREGOR & CO., GENERAL MANAGERS.
15, Queen's Road, Hongkong, 8th July, 1899. [15]

BOARD AND RESIDENCE.

On Monthly Terms from 1st May, 1899.

CLUB WHISKY IS THE BEST.

\$12.00 PER DOZEN.

H. PRICE & Co., 12, QUEEN'S ROAD.

Hongkong, 14th May, 1899. [20]

W. POWELL & Co.

DE 55, MANILA

NEW SHOES, NEW HATS

MILITARY REQUISITES

Hongkong, 28th July, 1899. [17]

Intimations.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE

UNITED ASBESTOS CO., LD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT MANUFACTURERS OF THE

Best Qualities of ASBESTOS GOODS AND PACKINGS. HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds. "VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities. ESTIMATES given for every DESCRIPTION of WORK.

SUPERINTENDENT: THOS. SKINNER. DODWELL & CO., LIMITED, General Agents.

PEAK HOTEL AND CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, 1,350 feet above sea level.

CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK HOTEL.

Fine Healthy location, variety of beautiful scenery. Cool Southern breezes in Summer with perfect protection against the North East Winds in Winter.

Well appointed rooms, attentive service and excellent Cuisine.

CITY OFFICE, 7, Duddell Street, Hongkong, 4th January, 1899.

HOTEL ORIENTE, MANILA.

THE Public are informed that this FINE and COMMODIOUS HOTEL is to-day entirely under ENGLISH MANAGEMENT, and is now on a par with the best managed Eastern Hotels.

All the latest improvements and conveniences have been added to the building, including Electric Light throughout.

The Premises are specially constructed for the tropics, and every attention is paid to the Comfort and Convenience of Guests.

Cuisine of the best, and Prices Moderate.

A First-Class Livery Stable is attached to the HOTEL.

ACCIDENTAL DEATHS WOULD NOT HAPPEN

IF YOU USE ESSET'S FLUID, THE STRONGEST KNOWN DISINFECTANT.

WATKINS & CO., 66, QUEEN'S ROAD, CENTRAL.

Hongkong, 12th June, 1899. [14]

THE PHARMACY.

HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE MANUFACTURERS OF

WHITE HEATHER BOUQUET.

Sole Agents for VIN PASTEUR the great French Nerve Tonic.

Also Sole Agents for the now well known JAPANESE TABLE WATER TANSAN.

FLETCHER & CO. and CARMICHAEL & CO.

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale by

THE PETER SYS COMPANY (Proprietors and Sole Manufacturers), 9, Old China Street, Shanghai.

12th October, 1898. [1242]

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of SEVENTY FIVE CENTS per Share for the Six months ending 30th June, 1899, will be PAYABLE on the 28th instant, on which date DIVIDEND WARRANTS may be obtained on Application at COMPANY'S OFFICE.

THE TRANSFER BOOKS of the Company will be CLOSED on the 27th and 28th instant. By Order of the Board of Directors, A. SHELTON-HOOPER, Secretary to the Company.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., General Agents, West Point Building Co., LD., Hongkong, 10th July, 1899. [922]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY.

NOTICE TO SHAREHOLDERS

THE SIXTY-SIXTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18, Bank Building, Queen's Road, Central, on MONDAY, 31st July, at 12 o'clock, NOON for the purpose of receiving a Report of the Directors together with a Statement of Accounts and a DIVIDEND and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th to 31st instant inclusive.

By Order of the Board of Directors, T. ARNOLD, Secretary to the Company, Hongkong, 28th July, 1899. [922]

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS

AN INTERIM DIVIDEND of the Rate of 5 per cent. (Two Dollars and Fifty Cents per Share) for the Six Months ending 30th June, 1899, will be PAID to those Persons who are registered as Shareholders in the above Company on the 3rd August, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from 28th July to 31st August, both days inclusive.

By Order, EDWARD OSBORNE, Secretary, Hongkong, 19th July, 1899. [945]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

STIEMSEN & Co., Hongkong, 28th May, 1899. [18]

Masonic.

SETTLAND LODGE.

NO. 38, E.C.

A REGULAR MEETING of the above LODGE will be held at the PARKERSONS HALL, 24, Queen's Road, on TUESDAY, 28th August, at 8 o'clock, for the purpose of receiving a Report of the Directors together with a Statement of Accounts and a DIVIDEND and electing Directors and Auditors.

By Order of the Board of Directors, T. ARNOLD, Secretary to the Company, Hongkong, 28th July, 1899. [922]

Auctions.

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to Sell the FOLLOWING LEASEHOLD PROPERTY Situate at Victoria, Hongkong, in 40 LOTS.

PUBLIC AUCTION TO-MORROW (SATURDAY), the 29th July, 1899, at 3.30 P.M.

at their Auction Rooms, 100, House Lane, Lot 25—No. 24, Cross Street, Area 500 Square feet, Annual Crown Rent \$2.50.

Lot 26—No. 25, Cross Street, Area 600 Square feet, Annual Crown Rent \$3.12.

Lot 27—No. 26, Cross Street, Area 600 Square feet, Annual Crown Rent \$3.12.

Lot 28—No. 18, Cross Street, Area 600 Square feet, Annual Crown Rent \$3.12.

Lot 29—No. 16, Cross Street, Area 600 Square feet, Annual Crown Rent \$3.12.

Lot 30—No. 13, Tai Wo Street, Area 800 Square feet, Annual Crown Rent \$12.61.

Lot 31—No. 12, Tai Wo Street, Area 800 Square feet, Annual Crown Rent \$12.61.

Lot 32—No. 11, Tai Wo Street, Area 800 Square feet, Annual Crown Rent \$12.61.

Lot 33—No. 10, Tai Wo Street, Area 800 Square feet, Annual Crown Rent \$12.61.

Lot 34—No. 8, Stone Nullah Lane, Area 800 Square feet, Annual Crown Rent \$12.61.

Lot 35—No. 6, Stone Nullah Lane, Area 800 Square feet, Annual Crown Rent \$12.61.

Lot 36—No. 4, Stone Nullah Lane, Area 800 Square feet, Annual Crown Rent \$12.61.

Lot 37—No. 2, Stone Nullah Lane, Area 800 Square feet, Annual Crown Rent \$12.61.

Lot 38—No. 1, Li Yuen Street, West, Area 800 Square feet, Annual Crown Rent \$12.61.

Lot 39—No. 7, Li Yuen Street, West, Area 800 Square feet, Annual Crown Rent \$12.61.

Lot 40—No. 5, Li Yuen Street, West, Area 800 Square feet, Annual Crown Rent \$12.61.

For further Particulars and Conditions of Sale please apply to

C. EWENS, Solicitor, or to Messrs. HUGHES & HOUGH, Auctioneers, Hongkong, 28th July, 1899. [959]

GOVERNMENT NOTIFICATION.

No. 495.

THE following Particulars of Sale of Crown Land by Public Auction, to be held on the spot, on

MONDAY, the 31st day of July, 1899, at 3 P.M., are published for general information.

By Command, J. H. STEWART LOCKHART, Colonial Secretary.

Hongkong, 15th July, 1899. [965]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 31st day of July, 1899, at 3 P.M., on the Spot, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal for a further term of 75 Years, to be fixed by the Surveyor-General, the QUEEN, for one further term of 75 Years.

PARTICULARS OF THE LOT.

Lot 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

To be Let.

TO LET.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection). PROPERTY lately occupied by the Bowington Saw Mills.

GROUND FLOOR, 53, FEEL STREET. OFFICES—1st floor, No. 10, PRAYA CENTRAL (lately occupied by Messrs. HUGHES & HOUGH).

Apply to the HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 31st June, 1899. [112]

HOWARD'S GODOWNS.

TO BE LET in one Lot of 16 Godowns, or separately.

Apply to THOS. HOWARD & Co., Hongkong, 22nd July, 1899. [957]

TO LET UNTIL JUNE 1900.

PRAYA CENTRAL. Whole or Part of Rooms formerly occupied by the Institution of ENGINEERS and SHIPBUILDERS of HONGKONG.

Single Rooms from \$20 upwards. Apply to the MANAGER of SECRETARY, PRAYA CENTRAL, No. 2, Praya Central, Hongkong, 11th July, 1899. [964]

TO LET.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the Imperial Bank of China).

Apply to: Comptroller Office, E. C. HOCHBERG, Hongkong, 23rd March, 1899. [958]

TO LET.

ROOMS with a view to the sea, in the Central Fort of Victoria, Hongkong.

Apply to the COMMANDANT, Victoria, Hongkong, 28th July, 1899. [960]

To-day's Advertisements.

HONGKONG RIFLE ASSOCIATION.

LONG RANGE CUP & SPOONS.

TO-MORROW (SATURDAY), the 29th instant, at 4 P.M.
Rangas—700 and 800 yards.
MOWBRAY S. NORTHCOPE,
Hon. Sec.
Hongkong, 28th July, 1899. [35]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR MARSEILLES AND LONDON VIA STRAITS.
(Taking Cargo through Rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship
"CHINGWOW."
H. Harris, Commander, will be despatched as above on or about the 3rd September.
For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 28th July, 1899. [9754]

FOR NEW YORK.
THE 3/3 A. I. I. American Ship
"CHALLENGER,"
shortly expected from MANILA, will load here for the above port, and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBURG & Co.
Hongkong, 28th July, 1899. [9742]

NOTICE TO CONSIGNEES.
"GLEN" LINE OF STEAMERS.
FROM MIDDLESBORO, LONDON AND STRAITS.

THE Steamship
"GLENGARRY,"
having arrived from the above Ports, Consignees of Cargo by her, are hereby informed that their Goods are being landed at their risk into the Godown of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
Goods not cleared by the 3rd August, will be subject to sale.
No Fire Insurance has been effected.
All ship-damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival, after which no claims will be recognised.
MCGREGOR BROS. & GOW.
Hongkong, 28th July, 1899. [9732]

AN APPEAL.
THE SUPERIORESS OF THE ITALIAN CONVENT, (CAINE ROAD), begs most respectfully to APPEAL to the Residents of Hongkong and the Post Office, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.
Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.
The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.
Hongkong, 22nd April, 1892. [1493]

Intimation.
A. S. WATSON & Co.,
LIMITED.
IMPORTERS OF HIGH-CLASS
SHERRIES.

R.—SUPERIOR PALE DRY, dinner wine, Green Seal Capsule \$10.80
C.—MANZANILLA, PALE NATURAL SHERRY, White Capsule 12.00
CC.—SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule 12.00
D.—VERY SUPERIOR OLD PALE DRY, choice old wine, White Seal Capsule 14.40
E.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Black Seal Capsule (Old Bottled) 20.40

B, C, and CC are excellent dinner Wines and suitable for invalids and delicate stomachs. D and E are after-dinner Wines of a very superior vintage. All are true Xeres Wines.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., Limited,
QUEEN'S ROAD, CENTRAL.
ESTABLISHED 1874.

BIRTH.
On 23rd July, at 4, Ewo Terrace, Shanghai, the wife of ERIC P. HUPSON, of a daughter.
DEATH.
At No. 13, Seoboon Road, Shanghai, on the 23rd of July, ARTHUR LEWIS COOPER, aged 28 years, dearly beloved, and youngest son of the late William Cooper, M.I.C.E., Bombay.

The Hongkong Telegraph

HONGKONG, FRIDAY, JULY 28, 1899.

TELEGRAMS.

(By Telegraph.)
Special to the "Hongkong Telegraph."

CHINA AND JAPAN.
TIENTSIN, July 25th.
8.50 a.m.

Two Japanese warships, the *Nanwakwan* and *Takasagawa*, are at Taku. The Japanese Admiral is at Peking and the young Prince Komatsu at Taku.
Received at 8.55 a.m.
Published at 10 a.m.
(This message was delayed in transmission.—Ed., H.K.T.)

REUTER'S TELEGRAMS.
THE TRANSVAAL.
LONDON, July 26th.

The Johannesburg Conspiracy case has been abandoned and the prisoners released.

FRANCE.
General Négrier has been removed from the post of member of the Supreme Council of War for having addressed the commander of an Army Corps who attacked the Government for not defending the Army and who added, we will act if the Government does not.

THE NAVAL WORKS BILL.
Mr. Austen Chamberlain, in moving the second reading of the Naval Works Bill, said that the immense increase of the fleet demanded an increase of Docks and proposed to build a new one at Chatham, two at Malta, a large one at Simons Bay and a smaller one at Hongkong; 550 ft. long and 95 ft. wide, also a floating dock at Beiruda.

CRICKET.
Surrey has defeated the Australians by 104 runs.

THE PEACE CONFERENCE.
The Peace Conference at the Hague has concluded its sitting.

WEATHER REPORT.
The Observatory report says:—
On the 28th at 11.55 a.m. The barometer has fallen on the E. coast of China and is little changed elsewhere. Pressure remains low in the Sea of Japan. Gradients slight for S.W. to S.E. winds on the China coast. FORECAST:—Light or moderate S.W. winds; fair.

LOCAL AND GENERAL.
THREE Chinamen were this morning at the Magistracy sentenced to two months, for being in possession of 46 rifles and 50 revolvers without a licence from the Government.

The Prussian government is bending every energy to securing the passage of the Rhine-Elbe canal bill. The government has issued a declaration in which it emphasises the necessity of accepting the project and promises compensation to the agricultural districts and the industrial enterprises which may be injured by the Midland channel.

Messrs. Dallas and Musgrave are receiving enthusiastic receptions at Singapore, having crowded houses for "A Pair of Spectacles" given on the 19th inst. "The Silver King" played on the 20th, and the "Sign of the Cross" on the following night. Mr. Dallas was given a benefit on the Monday following, when "Charley's Aunt" was performed.

The Band of the Hongkong Regiment will play at the Hongkong Hotel to-morrow (Saturday) evening from 8 p.m. to 9.30 p.m. PROGRAMME:—
1. March "One by one" Smith
2. Euphonium solo "Imaginative" Verdi
3. Valse "Auntie" Hummel
4. Fantasia "Personal scene" Fauré
5. Song "Oudun tu chantes" Gounod
6. Galop "Clopata" Albert

God save the Queen.

The only coasting steamer to arrive at Shanghai for two days, says the *China Gazette* of 20th instant, was the *Wuchang* which got in to-day from Tientsin after a terribly rough voyage. She sustained no damage, however, though the captain had such an anxious time that he was twenty-four hours on the bridge. We have not yet seen the vessel's report. The steamer *Tatung* which arrived this afternoon from the river had to anchor from Thursday till this morning at North Tree.

A serious bicycle accident happened at Singapore on the afternoon of the 19th inst. While Mr. Monteiro was riding along the esplanade, he was run into by a horse and dogcart, driven by a Malay, with such force that the shaft pierced his body, inflicting a wound from which he is not expected to recover. The Malay was arrested and charged with driving so rashly and negligently as to endanger human life. The case was postponed, bail refused, but on the following day, on the application of Mr. Van Cuylenberg, bail of \$3,000 was granted.

AN extensive fire broke out in Bubbling Well Road, Shanghai, on Sunday morning off Park Lane. The alarm was sounded shortly after noon, and with their accustomed rapidity the fire brigade were on the spot. They could do nothing, however, for what was the scarcity of water, and the narrow approaches in which the outbreak originated the efforts of the firemen to stop the flames were almost completely futile. The result was that 20 Chinese houses were entirely destroyed, four Chinese shops, and a large number of other buildings. The cause of the outbreak is not yet known.

TOYO YAU, who was recently discharged at the Supreme Court for the same offence, was further charged at the Magistracy this afternoon that he did with others not in custody make an assault upon one Leung Sai Kew, and steal a jacket from her, and was sentenced to three months' hard labour.

Yet another robbery has to be recorded, and this time from an amah, in broad daylight, in the Botanic Gardens. How is it that such lawlessness is allowed to prevail? It seems evident that it must be due to the depletion of the Hongkong Police force becoming known to the bad characters of the Colony.

THE Chungking correspondent of the *China Gazette*, writing on the 10th instant says:—
We have heard with deep regret of the death of the Rev. E. O. Williams, M.A. of Q. I. M. P. aches, which took place at his station on the evening of 30th June from typhoid fever. Mr. Williams gave up the rectory of a flourishing congregation in Leeds, England, about ten years ago to give his life for the evangelization of the Chinese. He leaves a widow and six sons with whom we deeply sympathize in this sore bereavement.

YESTERDAY afternoon, says the *China Gazette* of 24th instant, word was received at the British Consulate that pilot boat No. 4 was ashore on the South Bank; her only European occupant (Pilot W. Roberts) adding that the vessel was being piloted by the people in the vicinity against whom he begged for protection. Mr. Carvill, the Shipping Vice Consul, lost no time in obtaining the services of a tug boat on which he put Consular Constable Drumm, and two Municipal police officers, and sent her away to the assistance of the disabled craft. Up to the time of going to press they had not returned.

In a recent issue we gave an instance of a conjuror not being quite appreciated. It appears that a few days after he had made off with the four rings, he was emboldened to try it again on Messrs. Falconer and Co., but this time he was caught red-handed with a watch, and given into custody, charged and sentenced to six months' imprisonment. Detective-serge Collett, on seeing the description of the man wanted for the robbery of the rings, had the master and assistant of the shop up to see if they could identify the prisoner, which they did, with the result of adding six more months to his term of incarceration.

ON the 24th instant the transfer of British Consular lot 112, the subject of the Brownett foreshore suit at Shanghai, was completed to Mr. V. Lyman, an American citizen, on the ground, the *China Gazette* supposes, that American law claims more tenaciously to the rights of private individuals against corporations than British law, and that more efficient protection will be rendered to the American than the British landholder by his government. The move, our contemporary understands, has very much upset the Municipal Council, who are not likely to get much changed out of the American Consul if the rights of one of his subjects are affected.

We are glad to learn in the interests of the public, says the *China Gazette*, that our paragraph the other day referring to the Engineer and Surveyor's Department of the Municipal Council has resulted in the Council dispensing with the services of one of the recently engaged surveying assistants. Probably before long the public will insist on an investigation into the working of this Department which is certainly being run on the most liberal scale. The Assistant Engineer and Surveyor who arrived here in March of last year, on a three years' agreement, has had his salary raised from Tls. 250 to Tls. 325 per month. Mr. Wickes, the Surveyor from Singapore, who is engaged by the Municipal Council for the survey of the new districts lately added to the Settlement, is to receive a salary of Tls. 225 per month. The above facts do not appear in the Council's published minutes.

Mr. Slade (instructed by Messrs. Deaton and Hastings) sued, on behalf of Chan Wing, Li Fuk chun for \$7694.93. Mr. Slade read a letter from Messrs. Mounsey and Bruton, defendant's lawyers, stating that they had no authority from their client, who was in Canton, to appear, so the case was undefended. The petition set forth that Chan Wing had lent defendant the sum of \$7,000 at 8 per cent. interest per Chinese month, and received as security a mortgage on some property that the defendant owned by will from his father. The interest had now mounted up to \$674.93 making the total sum sued for \$7694.93. Defendant had entered a suit last January in the Supreme Court, trying to upset the will by which he became entitled to one-twelfth share of his father's property, the mortgage on which, plaintiff held, the case is still pending, the argument being that the will cited in the mortgage being upset, the mortgage therefore became null and void. Chan Wing gave evidence and handed His Lordship the mortgage. His Lordship gave judgment for the plaintiff, which now enables him to foreclose.

ON the 24th instant the house flag of the Mercantile Marine Officers' Association at Shanghai was suspended, half mast, owing to the death of Arthur Lewis Cooper, the youngest son of the late William Cooper, M.I.C.E. of Bombay, and who was brother to Dr. Cooper of that Settlement. The deceased was the last survivor of the ship's company of the ill-fated *Onond* which was sunk in a collision at Wootung on April 30th, 1896, Mr. Cooper being at the time second officer. The only other person who escaped from that disaster was Mr. Small, the second engineer, who died some time ago from fever at Hankow. Through his long immersion in the water Mr. Cooper sustained such constitutional injury that he had to practically give up the sea. He was a great favourite among shipping and other circles and was a solver of riddles. The greatest sympathy is felt for his mother and family. The funeral took place on the 26th inst. and was largely attended.

His Excellency General Gascoigne (who is absent at Sam Chun) and the officers of the Royal Welsh Fusiliers are to be highly congratulated on their scheme for the better training of our soldiers, necessitated by the arduous conditions under which the campaigns of the future will undoubtedly have to be fought. To be able to shoot straight is of vital importance, so is to have sufficient stamina in the troops to be able to suffer the hardships that warfare entails; but a perfect soldier must have these two qualities combined, and it is with this object in view that the events in the gymkhana, the finals of which were decided yesterday, were arranged. The event that excited most interest, and for which a rich trophy has been presented by His Excellency General Gascoigne, was a competition the conditions of which are as nearly as possible similar to those of a squad or section of men would experience on active service. Briefly stated they were, a team composed of eight men under the command of a N. C. O. chosen from each company of the battalion, have to drill and down dale, the course chosen fairly representing cross country obstacles, and being approximately 1,000 yards in length. When the team has arrived at the end of the course, they have to fire three volleys at targets with fixed sight, that is a range within 500 yards. Certain marks are allotted for speed, drill and for number of hits on the target. It will be seen from this, that it cannot be considered an easy race and that the winning team has to be composed of "good men and true," and that to hit a mark after running 1,000 yards over broken, rocky ground is far more difficult, but at the same time much more essential than at the Bisley ranges, when sighting shots, wind gauges and paints are allowed. It must be remembered also that it was not a mere rush, each man being independent of the other, but the whole section had to be manoeuvred and act throughout as one integral body, this of course, brings a good share of the responsibility on to the N. C. O., and considering how important their duties are on the field of battle, it is very meet that they should have opportunities of showing how they can bear the strain of the moral effect of seeing a well disciplined force, advancing, without noise and disorder. It approaches and is as near akin as possible on this earth to the scientific, theoretical "irresistible force."

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A CORRESPONDENT informs us that a thermometer reading, taken on H.M.S. *Tamar* the other day, showed a temperature of 115°. Our correspondent thinks that this is a record for the China Station. We can assure him that we find a temperature of 97° in our office quite sufficient for our humble wants, and while extending our sympathy to the barbed crew of the *Tamar*, we trust that they will not insist upon our speculating an hour or so on board. The very thought of 115° causes us to shudder.

THE UN LOONG MURDER CASE.

Owing to the continued indisposition of Mr. J. J. Francis, Q.C., the Un-Loong murder case was, this morning, adjourned until Monday next.

GYMKHANA AND CONCERT AT MOUNT AUSTIN.

His Excellency General Gascoigne (who is absent at Sam Chun) and the officers of the Royal Welsh Fusiliers are to be highly congratulated on their scheme for the better training of our soldiers, necessitated by the arduous conditions under which the campaigns of the future will undoubtedly have to be fought. To be able to shoot straight is of vital importance, so is to have sufficient stamina in the troops to be able to suffer the hardships that warfare entails; but a perfect soldier must have these two qualities combined, and it is with this object in view that the events in the gymkhana, the finals of which were decided yesterday, were arranged. The event that excited most interest, and for which a rich trophy has been presented by His Excellency General Gascoigne, was a competition the conditions of which are as nearly as possible similar to those of a squad or section of men would experience on active service. Briefly stated they were, a team composed of eight men under the command of a N. C. O. chosen from each company of the battalion, have to drill and down dale, the course chosen fairly representing cross country obstacles, and being approximately 1,000 yards in length. When the team has arrived at the end of the course, they have to fire three volleys at targets with fixed sight, that is a range within 500 yards. Certain marks are allotted for speed, drill and for number of hits on the target. It will be seen from this, that it cannot be considered an easy race and that the winning team has to be composed of "good men and true," and that to hit a mark after running 1,000 yards over broken, rocky ground is far more difficult, but at the same time much more essential than at the Bisley ranges, when sighting shots, wind gauges and paints are allowed. It must be remembered also that it was not a mere rush, each man being independent of the other, but the whole section had to be manoeuvred and act throughout as one integral body, this of course, brings a good share of the responsibility on to the N. C. O., and considering how important their duties are on the field of battle, it is very meet that they should have opportunities of showing how they can bear the strain of the moral effect of seeing a well disciplined force, advancing, without noise and disorder. It approaches and is as near akin as possible on this earth to the scientific, theoretical "irresistible force."

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slowly. At present our efforts are confined to developing and fostering the Hongkong business, and I think that next year we should be able to come before you with a satisfactory report. Although we are not dividing the profits this year, the larger portion will be carried forward. We propose to write off \$750 for the launch *Gladiator*; nothing has been written off hitherto and it is in excellent order. We are also writing off a rather large sum—\$450—for furniture and plant. In closing the Shanghai branch and selling the furniture there was a loss which is included in the amount written off. I do not know that there is any other point I need refer to. I shall be pleased to answer any questions before moving the adoption of the report.

No questions being asked the report was adopted, on the motion of the Chairman, seconded by Mr. Cooke.

Mr. Cooke—Before anything else is done I should like to ask, if I may, in order in asking, if it is possible in any way to recognise the services of Mr. Arthur Anderson. I believe he had a great deal to do with the initial working of this business and with its success up to the present, and I really think his services should be recognised in some way. Unfortunately he has had to sever his connection with your firm, but I think if we can do it at all there should be some recognition of his very valuable services.

The Chairman—In reference to what Mr. Cooke has just said, I may say that in deciding that there should be no dividend this year I felt that perhaps it was hardest on Mr. Anderson. The profits you have made would enable the company to pay 15 per cent, after which Mr. Anderson would have been entitled to \$1,000. It would also have enabled the founders to be paid a dividend and the ordinary shareholders a further five per cent. The only way in which this can be dealt with is, I think, for any of you gentlemen to propose that Mr. Anderson be paid \$1,000, leaving it to the General Manager to make the payment. I think you are entitled to do that.

Mr. Cooke proposed that Mr. Arthur Anderson be paid \$1,000 out of the profits of the year for his services to the company.

Mr. G. Stewart—I have much pleasure in seconding that. I know that Mr. Anderson had a great deal of work to do in the initial stage of this company's career, and I think he deserves some recognition.

The motion was carried unanimously. The Chairman remarking, in putting the motion—No one knows better than myself the amount of work Mr. Anderson did for the company.

On the motion of Mr. Crawford, seconded by Mr. Cooke, Mr. W. Hutton Potts was re-elected auditor.

The Chairman—That concludes the business of the ordinary meeting. We will now proceed with the business of the extraordinary meeting. The Secretary read the notice convening the extraordinary meeting, which had been called for the purpose of submitting a special resolution making certain alterations in the company's Articles of Association.

The Chairman—A copy of the resolution has been posted to each shareholder and has been in your hands for some days. The only object of these alterations is to provide for the absence of Mr. Anderson and for a change in the constitution of the firm from Dodwell, Carfill, and Company to Dodwell and Company, Limited. In making that change it has been considered advisable to abolish the general managers altogether. Since Mr. Anderson's departure I have been the general manager, and as far as Hongkong is concerned I am Dodwell and Company, Limited, so that the whole thing is a little bit of a farce. I do not think it is necessary to have any general managers on the lines we have had them before. There is nothing else in the proposed alterations. Therefore I propose—"That the Articles of Association of the Company be altered in manner following:

(A) Article VI, Sub-section 1, By eliminating therefrom the word "Two" and substituting therefor the words "Dodwell and Company, Limited, as."

(B) Wholly expunging Article VI, Sub-section 2, and substituting therefor the following Article, namely:—"The General Managers shall hold in their own right not less than 200 shares in the Company upon each of which all calls for the time being due shall have been fully paid up, and shall take the entire superintendence or direction of the business and working of the Company. The representative in Hongkong for the time being of the General Managers shall take the chair at all meetings of the shareholders of the Company."

(C) Wholly expunging Article VI, Sub-section 3, and correspondingly renumbering sub-sections 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, and 14.

(D) Eliminating the words "one of" from the last line of article VI, sub-section 7, (as re-numbered).

(E) Eliminating from sub-section 8 (as re-numbered) of article VI, the words "or by the General Agents" and the words "and with the remuneration of the General Agents."

(F) Wholly expunging Article VI, present sub-section 10 and 11, and re-numbering and substituting therefor the following articles, namely:—(9) The remuneration of the General Managers shall be a commission of 5 per cent. upon all gross sales in return for which they shall provide in their offices all necessary clerical assistance for conducting the business of the Company. The General Managers shall also be entitled after a dividend of not less than 15 per cent. per annum, calculated on the actual amount for the time being paid up on the ordinary shares, to an additional \$2,000 per annum so long as such dividend is maintained. (10) The General Managers shall have power to appoint Agents in other ports for the management of the business of the Company; the salaries of whom shall be paid by the Company, and may issue Powers of Attorney for the appointment of such Agents.

(G) Eliminating the words "the General Agents" and from the second line; the words "or any of them" from the third line; and the words "General Agents or" from the fourth line of sub-section 12 (as re-numbered) of Article VI.

(H) Eliminating from Article VIII, Sub-section 12, the word "Agents" and substituting therefor the word "Managers."

(I) Eliminating from Article IX, Sub-section 3, the words "or either of them."

(J) Eliminating from Article XI, Sub-section 13, the words "under the hands of" and substituting therefor the words "given by."

(K) Wholly expunging Article XIV, Sub-section 5, and substituting therefor the following Article, namely:—"The representative in Hongkong for the time being of the General Managers shall preside at every meeting of the Company. In case of absence of such representative shall not be present within half an hour after the time appointed for holding the meeting the shareholders present shall choose some one of their number to be Chairman."

(L) Eliminating from Article XXII, the words "General Agents."

Mr. Crawford—Before asking as a matter of form whether the resolutions of the company have been passed, I may say that I have been assured by Mr. Anderson that he has no objection to the alterations proposed.

Mr. Stewart—The alterations proposed are carried unanimously.

The Chairman—The business of the extraordinary meeting is now closed.

Friday, the 11th of August. That is all the business to-day. I have to thank you for your attendance.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE NAVY LEAGUE MANNING SCHEME.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." DEAR SIR.—I had not the pleasure of listening to Capt. Anderson's lecture on the manning of the navy but I have read the report printed in your excellent paper last evening. The object of the Navy League is the decrease in the number of British seamen employed on the coasting trade and the corresponding increase in the employment of foreigners is a very commendable one, and their effort to supply a remedy is very creditable.

I do not consider however that the scheme they have evolved for this latter purpose is a workable one and do not consider it very surprising that Mr. Ritchie and Mr. Goschen gave it so little consideration.

The recommendation, treatment and pay given to seamen are not calculated to attract a respectable class of men, and as is only to be expected, a man only goes to sea as a stoker or before the mast when he has failed at everything else. What therefore is the use of attempting to train up boys for a profession which has no attractions. Is it to be expected that children of respectable parents will be very eager to be trained for a profession which holds out the glorious prospect of 80/- per month and hard tack, even if there is the additional inducement of being a Naval Reserve man and having in the event of war, the opportunity of dying for one's Queen and country?

No! The Navy League would agitate for improved pay for seamen and the betterment of their accommodation they would much more deserve encouragement.

It is not customary in these days for men to work at any trade for the mere honour and glory of the thing and you will find that those trades which offer the most advantages secure the best men. To improve the class of our seamen and increase the percentage of Britishers among them all that is required is to offer better pay and improved conditions and then there will be an improvement in the quality of our men, but unless these fundamentals are altered other changes will be mere tinkering.

I would also like to say that I am sorry to observe the inclination of our local Navy Leaguers to Jingoinism and exaggeration. As an instance of exaggeration let me quote Capt. Anderson's statement "the command of the sea which is necessary to ensure our continuance as a nation." It may be good for England to be supreme on the sea but such a statement as the above is sheer nonsense.

As regards Jingoinism, take the mention of the "serious danger to the continued prosperity of our country." Capt. Anderson assumes, as unfortunately too many men do, that England is in a state of great prosperity. If doing a large trade and having great busy cities with a multitude of rich merchants and having a number of colonies and possessions, denotes prosperity, but if having the mass of the people well fed, well cared for, well housed and well content denotes a nation's prosperity—and I contend it does—then England is very far from prosperous. It is unfortunately a fact that our armies are unemployed in all our large cities, and poverty generally is increasing. Navy Leaguers should think of the other side of the question a little, instead of just persistently agitating for increase in armament. There is the expense. All these extra warships and guns mean the increase of the country's burden is taxation and men, particularly Christians, should think more about the betterment of the condition of their more unfortunate and poorer brethren than being continually on a war footing. Captain Hastings' quotation "a strong man armed keepeth his house in peace" is a relic of the olden days. We don't "keep our houses" in that fashion these days and perhaps in days to come when we have become more civilized, the nations will have found a simpler method of administering justice and preserving the peace amongst themselves than in spending all their wealth in preparing for that which they wish to avoid.

Yours faithfully, PEACE.

Hongkong, 27th July, 1899.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held on Monday at 4 p.m. The following are the orders of the day:

Financial Minutes. Nos. 6 to 9.

*First reading of a Bill entitled an Ordinance to continue the Hongkong and Shanghai Bank Ordinance 1899.

First reading of a Bill entitled an Ordinance to amend "The Protection of Women and Girls Ordinance, 1897."

First reading of a Bill entitled an Ordinance for the Naturalization of Young Cheuk Hia alias Yeung Shun Kong.

First reading of a Bill entitled an Ordinance for the prevention of the concealment of Opium on board steamships.

Second reading of the Bill entitled an Ordinance for the Naturalization of Wong Ring Lam, alias Wong U K'ai.

Committee on the Bill entitled an Ordinance to further amend the Cattle Diseases, Slaughter Houses and Markets Ordinances.

Committee on the Bill entitled an Ordinance to authorise the appropriation of a supplementary sum of three hundred and eighty thousand pounds, to defray the charges of the year 1898.

N.D.—A meeting of the Finance Committee will be held immediately after the Council.

Note.—It is proposed to pass the Bill which is first on the orders of the day through all its stages.

THE PLAGUE.

Cases reported to 27th instant..... 117

Do. do. during past 24 hours..... 3

Deaths reported to 27th instant..... 1250

Do. do. during past 24 hours..... 4

Total..... 1374

Total..... 1454

MUD-FLAT NORTH.

(FROM OUR OWN CORRESPONDENT.)

TIENSTIN, July 17th.

Thew (the heat) Another 100 in the shade day 19° You in Hongkong know nothing like such records or certainly nothing to beat, though you are so far south. It is rather rough on the people of people who are coming from these northern regions, for they are not used to the heat here. I have heard that the British have been warned of the heat here, but I think the British will not be so much affected as the Chinese.

Mr. Skidmore, the British Consul, has been carrying out a very interesting and useful work in the mud-flat north of the city. He has been digging out the mud and filling it with water, and has been doing so for some time. The result is that the mud-flat is now a very beautiful and fertile piece of land, and is now being used for agriculture.

Mr. Skidmore has also been doing a great deal of work in the mud-flat south of the city. He has been digging out the mud and filling it with water, and has been doing so for some time. The result is that the mud-flat is now a very beautiful and fertile piece of land, and is now being used for agriculture.

There is a great deal of work in the mud-flat north of the city. Mr. Skidmore has been carrying out a very interesting and useful work in the mud-flat north of the city. He has been digging out the mud and filling it with water, and has been doing so for some time. The result is that the mud-flat is now a very beautiful and fertile piece of land, and is now being used for agriculture.

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jump for the rescuing boat but he missed his mark and came within an ace of losing his life. The others who were clinging to the boat were well-nigh exhausted, and the *Tamirgawa Maru's* boat, crewed by a crew of lusty fellows, successfully reached them through the turbulent sea. Three of the men who composed the crew of the ill-fated craft were holding on to the keel of the boat, while the others grasped the upturned rudder and the bow. Fortunately by dint of considerable pluck and able seamanship the whole of the crew were rescued. They, however, when the ship had proceeded some distance elected to be transhipped to another Chinese sailing boat. That was done and the vessel proceeded on her passage, arriving at Shanghai as above stated.

FOUNDERING OF A STEAMER. July 24th.

Yesterday morning information reached Shanghai that the *Nanpoko Maru* foundered on Friday afternoon off the Kiangsu Islands. From information gleaned from the *S. S. Kiangsu*, which brought in her crew, we gather that the steamer left Nagasaki for Formosa, with a general cargo, and encountered the typhoon when about a day and a half from that port. Terrible seas were taken aboard, and the vessel laboured heavily for several hours. One of the seas flooded the engine room, and the fires were put out. Another heavy sea struck her, and did considerable damage to her deck gear and she became helpless and rapidly filled with water and the vessel settled down. Finally it became necessary to lower the boats and in them the whole crew were launched upon the rising sea. They drifted about for some time, and the elements increasing in intensity, fears were entertained by all that the worst would transpire. The captain and his chief engineer were in one boat, his mate was in the second, and his second officer and second engineer occupied the third. So violent was the storm that it was impossible to get at the necessary provisions to meet the emergency, and thus it came about that when the *Kiangsu* fell in with the ill-fated crew of the first boat they were in a well-nigh exhausted condition and when taken on board were attended to with all the care necessary to restore them. Two boats are, however, up to the time of going to press, reported to be missing, and they are said to contain 31 men. Those who were rescued were brought on to Shanghai, and were cared for at the Japanese Consulate. The vessel foundered about 100 miles East of the Saddle. She is a steamer of 803 tons and belongs to the Mitsui Bussai line.

The shipping reports which have reached us fortunately show that the typhoon, at least upon this portion of the Chinese coast, has not been attended with any great loss of life. The *Edwards* one of Messrs. Jardine Matheson's vessels, coming in from Chefoo left the severity of the storm on Thursday last, after rounding the N.E. Promontory. There was a dangerous swell on and the vessel rolled violently. The engine was slowed down, and on Friday morning with a North-easterly wind, and the vessel heading N.N.E. very little headway was made. It was at daylight on Saturday when the barometer commenced to rise; the wind had then backed to the northward, and a slight variation in the atmosphere, intermittent rain, and a cold N. or N.W. wind accompanied by a confused sea, met the vessel during remainder of her passage to this port.

THE "CHINA'S" PASSAGE. The O. and O. S. S. *China* came into port this morning after a splendid passage. She escaped the typhoon, and those on board are congratulating themselves on having a pleasant trip from Hongkong. Among her passengers are several globe-trotters.

THE DAMAGE AT NINGPO. A report which has reached us from Ningpo shows that several houses were flooded and damaged, and in one case the tiles fell, injuring a European lady. Incoming vessels from that port report N. W. winds along the route to Shanghai, and the *S. S. Pekin* which had stayed over in Ningpo since Thursday reports that at 9.15 a.m. she passed No. 6 pilot boat desiring by her signals to be reported.

"All well,"—*China Gazette*.

SHIPPING REPORTS.

Captain C. Jackson, of the steamship *Stentor*, from Singapore, reports—Light to moderate S.W. and westerly breeze and clear weather.

Captain T. W. Groves, of the steamship *Chowat*, from Bangkok, reports—Light breeze and fine clear weather throughout. Smooth sea.

Captain Jameson, of the steamship *Chiyuen*, from Shanghai, reports—Had light southerly winds leaving Shanghai to Turnabout, from there had light S.W. monsoon to arrival.

Captain A. E. Hodgins, of the steamship *Haiching*, from Tamsui, Amoy and Swatow, reports—Light to moderate winds and fine weather throughout, sea smooth.

Swatow—*Chowat*, *Kwangsing*, *Singon*, *Woo Sang*, *Taiyang*, *Woo Sang*, and *Tryn*.

Departures.

July 28, *Taiyang*, British str., for Swatow.

July 28, *Kiangsu Maru*, Japanese str., for Kobe.

July 28, *Changsha*, British str., for Shanghai.

July 28, *Haiching*, British str., for Coast Ports.

July 28, *Haiching*, British str., for Canton.

July 28, *Kangsa Maru*, Japanese str., for Nagasaki.

July 28, *Chiyuen*, Chinese str., for Canton.

July 28, *Pak Jan*, British str., for Singapore.

Passengers—Arrived.

Per *Kashing*, from Tongku—1 Chinese.

Per *Stentor*, from Singapore—26 Chinese.

Per *Haiching*, from Coast Ports—100 Chinese.

Per *Chiyuen*, from Shanghai—Mr. More, and 8 Chinese.

Per *Chowat*, from Bangkok—Mr. Michell, and 8 Chinese.

Per *Santai Maru*, from Vladivostok, &c.—Mr. and Mrs. Monson, Messrs. Geo. Osborn, Miyasaka, 2 Chinese and 3 Japanese.

Per *Caledonia*, for Hongkong from Shanghai—Mr. Dalton, Messrs. Kieftin, Deacon, Olsen,

Intimations.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*SENDAI MARU	VLADIVOSTOCK, VIA SWATOW, AMOY, SHANGHAI, WAI-HAI-WEI, CHIRFOO, CHEMULPO & NAGASAKI.	THURSDAY, 3rd August, at Noon.
MIKE MARU	Kobe and YOKOHAMA	THURSDAY, 3rd August, at 4 P.M.

* Cargo and Passengers for VLADIVOSTOCK will be forwarded on from NAGASAKI by S.S. "KOSAI MARU."

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 26th July, 1899.

NAVIGAZIONE GENERALE ITALIANA
(Florio and Rubaltino United Companies.)

STEAM FOR SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, NAPLES, LEGHORN AND GENOA. (DIRECT WITHOUT TRANSITMENT.) Having connexion with the Company's Mail Steamers to VENICE and TRIESTE, ODESSA, NEW YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE, NORTH and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

PROPOSED SAILINGS FROM HONGKONG.
*DOMENICO BALDUINO

*SINGAPORE

*These Steamers have Superior Accommodation for 1st and 2nd class Passengers and carry a Doctor and Stewardess.

For further Particulars as to Freight Passage, &c., apply to

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WORKS IN EUROPE: at Bordeaux (BACALAN), France; at Louvain (DYLE), Belgium.
Railways and Tramways, Plant and Rolling Stock, Carriages and Waggon, Wheels, Wheels and Axles combined, Permanent Bridges for Railway, Permanent and portable (demonstrable) Bridges for Roads, Girder and metallic Frames, Steam Launches and Steamboats, Bolsters and Steam Engines, Dredgers.
CONTRACTORS FOR Constructing and Working Railways and Tramways.
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TEETHING BABIES

need lime for the teeth. All children need lime for a healthy formation of the growing bones. Curvature of the spine, bow legs, and soft bones do not have enough lime. When children are thin they need material for making flesh.

Scott's Emulsion

contains lime, and also the very essence of rich blood and healthy flesh. It has a remarkable effect on babies and children, insuring a healthy growth. The problem is simple. Scott's Emulsion contains the actual elements of food in an easy form for digestion and assimilation. Try it.

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WORTH A GUINEA A BOX.

BEECHAM'S PILLS.

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS. ANNUAL SALE SIX MILLION BOXES. 10 CENTS PER BOX.

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Over 300 Medical Certificates attesting its great efficacy in curing MALARIA, and at the same time its effect on the system.

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CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.

1899.



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SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 9th Aug., 1899.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 30th Aug., 1899.

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 27th Sept., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Prater's Street, Hongkong, 19th July, 1899.

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Mails.

WINDSOR HOTEL

HONGKONG

STRICTLY FIRST CLASS.

PASSENGER ELEVATOR from 1st to 4th Floor.

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(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
E. RICKMERS	CALCUTTA and HAMBURG	August 1st
H. Jacobs	(LONDON with transshipment in HAMBURG)	August 6th
TSILLESIA	HAVRE and HAMBURG	August 17th
WITTENBERG	(LONDON with transshipment in HAMBURG)	August 17th
Madsen	HAVRE and HAMBURG	August 31st
ALESIA	(LONDON with transshipment in HAMBURG)	August 31st
Knuth	HAVRE and HAMBURG	September 1st
SAXONIA	(LONDON with transshipment in HAMBURG)	September 1st
Krech	HAVRE and HAMBURG	September 1st

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

881] CARLOWITZ & Co. Agents.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO

VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, The UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Carmarthenshire

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THE Steamship

"CARMARTHENSIRE"

will be despatched for SAN FRANCISCO and SAN DIEGO, VIA NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about

the 30th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Freight packages will be received at the Office, until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 15th July, 1899.

1333

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro

City of Peking

China

THE U.S. Mail Steamship

"CITY OF RIO DE JANEIRO"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 12th August, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, PACIFIC DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY, on payment of 1/4 in addition to the regular tariff rate.

Passengers holding ORDERS FOR OVERLAND CITIES in the United States have the choice of the SOUTHERN PACIFIC, CENTRAL PACIFIC, PACIFIC DENVER and RIO GRANDE, and direct connecting Railways, and from Chicago to destination the choice of direct lines, &c.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for trans-shipment to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 27th July, 1899.

1310

Hotel.

WINDSOR HOTEL

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STRICTLY FIRST CLASS.

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TRYING TO "EAT UP" A MER-
CANTILE MARINE OFFICER.

There was some amount of amusement created in the British Police Court at Shanghai on the 24th inst. and it came about in this way. Two of the crew of the four-masted barque *Crown of Germany*, the one the third officer and the other the fourth, were charged with having appeared in court with two black eyes and rather an otherwise damaged face, and who was described on the charge sheet as Thomas Kerry, and the other as John Salmon, and whose names were stated to be John Kerry, and John Salmon, and who were placed in the dock charged by the police with disorderly conduct in the public streets. The prosecuting officer, Sergeant Gibson of Hongkong, informed the Court that both prisoners were engaged in a fight in the centre of the Broadway on Saturday night, and on being remonstrated with by native P.C. 186, Salmon ran away, while Kerry kept his ground.

Kerry in reply said he left his vessel on liberty to go to the shoemaker, and while he was in that tradesman's shop he saw Salmon. The shoemaker was attending to some other customer when he (Kerry) told Salmon that he was not up to his work as a seaman, and of course that renewed the little irritation which they had had while on the passage out to Shanghai. "Come and fight it out," said Kerry. "All right," replied the officer, and then they both went into the road. Kerry seemed to have got the worst of it, for this is his story to the Magistrate: "Look here, sir, I was ashore on liberty and at the shoemaker's we met. I told him he was not up to his work, neither he. Then he tried to give me a licking. He hit me through the jaw, and he got my jaw between his teeth, and he was trying to eat me up."

Solomon: He has been the best part of the week drunk, and I can prove it, and he has called me names.

Kerry: Look here, sir, it was a biting match, and he told me he would get me when ashore.

The Sikh policeman stated that when arrested both prisoners went quietly to the station.

The Magistrate asked the prisoners how much money they had coming to them, and Kerry said £9, while Salmon said £4.

His Worship: Then you pay \$5 each, for it is quite clear you were disorderly on the public streets.

A SERIOUS FIRE AT SINGAPORE.

On the morning of the 26th inst. P. C. 60 reported at the Central Station that there was a fire at 37 and 38 Kling Street. The officer in charge went to the scene of the fire and found the contents and the house burning furiously. Although the fire brigade was soon on the spot and got the fire out in a short space of time, the total loss of the contents of the house were estimated at \$27,000. The damage is said to exceed \$27,000. The cloth goods in the house were insured in the Fire Companies and in each for \$5,000. The building itself being insured for \$2,000. The occupier of the house is a Kling named Sabin Son.

Only the frame of the house is now standing. The fire broke out at 2.30 and throughout Inspector Dickson and Sergeant Brangan were present.

The following are the Companies interested: Nos. 38 and 39, Sabin Son, (here the fire originated and this is gutted out): North British and Mercantile \$5,000; Hamburg Bremen \$5,000; Sun Fire Office \$5,000; Manchester \$5,000; Queen (Royal) \$5,000; making total value for contents \$25,000. The building is insured with the Netherlands for \$2,000 and this brings the total to \$27,000.

Nos. 35 and 36 Kling St., Eng Guan and Co., is water-damaged (slightly) and insured in the Fire Companies and in each for \$5,000. The Norwich Union for \$10,000; Hongkong Fire \$5,000; Palatine \$5,000; and Balise \$5,000; making total insurance of contents \$25,000. Balise Building \$2,000, making total \$27,000.

No. 3 Raffles Place, adjoining above risk at right angles, is also slightly water-damaged and is insured in Hongkong Fire for \$10,000; Manchester for \$5,000; Queen (Royal) for \$5,000; and Balise for \$2,000; making total of \$22,000.—*Singapore Free Press.*

THE U.S. AND THE PHILIPPINES.

SOME MORE AMERICAN OPINIONS.

PHIL FRANCIS'S LETTER.

The advocates of imperialism are indulging in much jubilation over the defeat of the Filipino armies, and confidently affirm that the trouble in those islands is about over. This is the talk of fools. With the defeat of the Filipino forces in the fields, the troubles brought upon us and upon that unhappy people are but fairly begun. No one ever doubted that the discipline and valor of our troops would prevail in the shock of battle. It was not because of any lack of confidence in the courage and capacity of our soldiers that we Americans of the old breed opposed the shameful war into which the President hurried the nation—a high crime for which he ought to be impeached. It was because we knew our troops would surely conquer and subdue the Filipinos that our hearts were filled with foreboding. For—strange and abhorrent paradox!—in the victory of American arms lies the defeat of American ideals. Every battle won by the valor of our soldiers is another blow at the institutions the Fathers gave us. And the blood that has so often watered the plant of human liberty is now ignominiously poured out to fertilize the noxious weeds that choke that plant. For the first time in the history of this planet, a President has usurped the supreme and solemn right of Congress to declare war. For the first time, too, the true American folks, with grief upon the heroic deeds of his countrymen in arms.

WHAT THE "CHRONICLES" THINK.

Despite our many victories in the Philippines it cannot be said that we are making any appreciable progress toward pacifying the Tagals. Good government is thrown away on the effort to say nothing of hundreds of lives. The individual caprices of our credit do not diminish the fighting strength of the natives in any visible way. Every village is promptly filled from the swarming pestiferous. We get few if any small arms and no artillery. The towns we capture must be evacuated because we cannot spare garrisons for them. Meantime the insurgents lift about the luggies living on the products of the country, while our troops, incumbered with artillery, baggage and provisions, are becoming more and more tired. The "Chronicles" think that the only way to pacify the Philippines is to let the natives alone. What if we should allow the natives to remain to terminate the war in Luzon alone? What of the other islands, which may any time revolt? The calamities needed military strength must not be forgotten that the Philippines numbering nine or ten millions are now in the hands of a few thousands of our troops. The Southern Confederates in our Civil War took two millions of soldiers and sailors and subdued the Southern States. And the South was a vast territory from the North Atlantic to the Gulf of Mexico.

what the Philippines do to unaccompanied men, would 100,000 soldiers suffice? Weyer, with 200,000, did not make much progress in Cuba, though Cuba is smaller than the Philippine group. May it not be that 200,000 men will be called for in our Asiatic possession? If so, or even if the number is limited to 100,000, it will present a serious question as to whether the game is worth the candle.—*S. F. Chronicle.*

Our growing commerce with the new possessions in the far Pacific is most encouraging. Our exports this month to the Philippines amount to several thousand American youths with guns, and \$1,500,000 in gold, while our imports therefrom amount to only several hundred sick, wounded and invalid soldiers. As will be seen, the trade balance is heavily in our favor.—*Springfield Republican.*

Half a billion years as the cost of an army of occupation for the chance of a trade of one-tenth of that amount, and far from all profit at that, represents the debtor and creditor side of the Filipino account; that is all of the credits and such of the debits as admit of figuring. To these latter must be added incalculable crime and disgrace, and ruined health and morals of a large percentage of our soldiers who escape death, to say nothing of the sufferings of the islanders, including non-combatants.—*Singapore Free Press.*

THE TRANSVAAL CRISIS.

LORD CHARLES'S OPINION.

Asked his opinion by a representative of the Exchange Telegraph Company as to the present situation in South Africa, Lord Charles Blydenford remarked that war was altogether out of the question so long as they had no definite issue to go to war upon. At the present time the only question was the franchise, and it was impossible to use force in that matter towards a State whose independence was admitted in everything save the making of treaties with foreign Powers. His only fear was lest the irritation set up by the present position of affairs might lead to graver developments in the near future.

HURRICANE IN THE CAROLINES.

AN AMERICAN WHALING BARQUE WRECKED.

FEARS FOR A MISSION VESSEL.

GREAT DESTRUCTION OF PROPERTY.

"KING" O'KEEFE MISSING.

SYDNEY, N.S.W., June 12th.

The Caroline Islands have been visited by a severe hurricane, causing great destruction of property. An account received by the island mail steamer states—"The biggest storm ever known recently passed over the Carolines. At Kusaie it carried away two miles of the coral reef and turned the lagoon harbour into a boiling cauldron. Houses were blown down, coconut and bread-fruit trees were torn up by the roots and the waters were backed up until the town was flooded. Drs. Channon and Rife, missionaries, with their wives and families were compelled to flee to the hills, and Mrs. Olean and another lady missionary nearly lost their lives. 'I was off the group in the trading vessel when the hurricane came down and I never saw a blow before. Luckily we were under snug canvas, but even then we were blown to shreds and we had to scud under the bare poles. The next trader that goes to Kusaie will hardly recognise the place and the crop of coconuts will be light for several years owing to the number of coconut trees that were blown down.

Several vessels were reported missing at the islands, and the missionary schooner *Hiram, Bingham*, was, it was surmised, lost during the storm. Another vessel, the American whaling barque *Horatio*, was wrecked, and the crew were taken on to San Francisco by the American barkentine *Ruth*. The *Horatio* attempted to reach an anchorage without a pilot, and crashed on to a hidden reef and became a total wreck.

Captain O'Keefe, a well-known trader in the Caroline Islands, was missing. He went away for a cruise in one of his vessels and was three months overdue according to latest advices. His people had almost given him up as lost, but were hoping against hope that he might have been wrecked on one of the other islands. At one of the outlying islands known as Luk, a tribal war was raging. The natives had stolen a missionary's boat and burned his house down. The rival missions, it is stated, were the cause of all the trouble.

TO EXPLORE THE ANTARCTIC
CIRCLE.GOVERNMENT AID FOR THE SCIENTIFIC
EXPEDITION.

A large deputation, remarkably representative of the scientific opinion of the country, and furnished by the Royal Society and the Royal Geographical Society, was received by Mr. Balfour at the Foreign Office. The First Lord of the Treasury was accompanied by Sir Francis Mowatt, Permanent Secretary to the Treasury. The object of the deputation was to urge upon the Government the importance of contributing to an Antarctic Expedition, so that it might be made thoroughly efficient, which is being fitted out by the two societies. The circum-polar regions of the Antarctic Ocean called by the early navigators *Terra Australis Incognita*, have remained practically unknown, in spite of their being visited by Captain Cook by the very important expedition under Sir James Cook, the *Endeavour* and *Terror*, and of Her Majesty's ship *Challenger*, commanded by Captain Hayes, who, as one of the speakers, said just peeped into the ocean.

The deputation to-day included the Duke of Northumberland, the Earl of Rosse, Sir Clements Markham (President of the Geographical Society), Sir J. Hooker (President of the Royal Society), Admiral Sir Leopold McClintock, Admiral Sir Erasmus Ommanney, Professor Sir Mackenzie, Admiral Markham, Sir George Robertson, Sir Martin Conway, Sir William White, Sir J. Evans, Lord Kelvin, Mr. R. O. Salomon, Professor Ray Lankester, Sir George Stokes, Professor Armstrong, Sir Anthony Hoskins, Professor Oliver Lodge, Professor Bonney, Sir William Crookes (President of the British Association), Sir George Goldie, Sir George Robertson, Sir John Kirk, Professor Judd, Sir Michael Foster, Admiral Sir Vasey Hamilton, Professor Rüchler, Sir Henry Norman, Colonel Le Mesurier, and others.

The subject was introduced by Sir Clements Markham, who, speaking of the representative character of the deputation, stated that there was a fine old adage, "Present company," and that Polar exploration was fifty-six years ago, and Sir James Ross's expedition. Since then there had been a great improvement in soundings and in the knowledge of the world, and the introduction of steam had rendered the facilities for such an expedition. It was for these reasons, Sir Clements Markham should be resumed, that the Royal and Geographical Societies, both of which were present, and that they were

not to get Governmental aid they resolved, with the sympathy and assent of other societies, to make the attempt themselves. They felt that two ships were necessary, but they had only raised with the £20,000 received from the public sufficient funds for one. He insisted upon the strong scientific reasons that existed for such an expedition; and also upon the necessity for England to keep in the van of discovery. The societies had been asked to co-operate with a German expedition, and intended to do so.

Sir Joseph Hooker, Lord Kelvin, Professor Ray Lankester and Professor Rüchler each dealt with scientific aspects of the question. Sir Joseph Hooker, who was described as the last survivor of the Sir James Ross expedition, pointed out that renewed exploration would make known the meteorological conditions of this great and undiscovered portion of the earth's surface. Lord Kelvin said the primary object was to explore the southern boundary of the navigable waters, so that mariners might know how far they could safely go south, and Professors Ray Lankester and Rüchler spoke of the additions that such an expedition would make to our knowledge of flora and fauna, and to the magnetic survey of the earth's surface.

Mr. Balfour, in his reply, said he thought he should not be unduly raising their hopes if he said he believed that the Chancellor of the Exchequer would find it in his power to give substantial aid to the great project which the societies had on hand. He was not able to form an estimate of the practical value of such an expedition, but he would not have it thought for one moment that scientific investigations which directly and obviously led to some practical results were the only ones that it was worthy a great nation to pursue. It would not be flattering to an age that above all ages flattered itself that it was a scientific age if it acquiesced without reluctance in the total ignorance that now enveloped us with regard to so enormous a portion of the southern hemisphere of our planet. He entirely agreed in all that had been said as to the practical issues that might be expected from any such expedition, he by no means limited his interest to that. He should be greatly surprised if the expedition did not come across unlooked for phenomena. If the expedition were sent forth, as he hoped it would be, adequately equipped, it certainly should add to their satisfaction that they would be able to co-operate with a German expedition animated with the same scientific interest as our own. It perhaps added to his satisfaction, speaking as a politician, that there could be no territorial rivalry. (Hear.) He did not imagine that the most ardent advocate of Imperial expansion was likely to find a sphere for his operations in Victoria Land and the regions visited by the *Erabus* and *Terror*. (Hear, hear.)

Mr. Balfour, in making his announcement of the Government support to the expedition, intimated that it was not to be taken as a precedent.

Intimation.

THE MUTUAL STORES
(SUB AGENTS LIPTON LIMITED.)
20, 22 & 24, BOWLING STREET, HONGKONG.

JUST ARRIVED PER S.S. "YAMATTA MARU"

ANOTHER LARGE CONSIGNMENT OF
FRESH AUSTRALIAN CREAMERY BUTTER
80 CENTS PER LB.

Hongkong, 27th June, 1899.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
Sole Agents in the East for the amalgamated *CELEBRATED, HUMBER and GLADIATOR CO., LTD.* DUNLOP TROUSERS, BICYCLES, TRICHS, &c. A special reliable Watch made for this Climate. Quality A. \$16. Quality B. \$12. 10, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office.

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.
Sole Agent for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, AND SPYGLASSES. Nos. 24 & 26, Queen's Road Central. [40]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID
THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.
AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co., Bank Buildings, Hongkong and Macao, 1899.

Shipping
STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
The Company's Steamship.

"HAINUN."
Captain Milroy, will be despatched for the above Ports, TO-MORROW, the 29th instant, at 5 P.M.
For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.
Hongkong, 26th July, 1899. [971a]

THE OSAKA SHOSHEN KAISHA.
FOR SWATOW, AMOY AND TAMSUI.
The Company's Steamship.

"TAMSUI MARU."
Captain S. Nagata will be despatched for the above ports, on SUNDAY, the 30th instant, at Daylight.
For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.
Hongkong, 24th July, 1899. [962a]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.
FOR NEW YORK VIA SUEZ CANAL.
The New Steamship.

"YANGTSE."
H. Allen, Commodore, will be despatched for the above Port, on MONDAY, the 31st instant, at 6 P.M., instead of as previously advertised.
For Freight, apply to SHEWAN TOMES & Co., Agents.
Hongkong, 26th July, 1899. [975a]

CHINA NAVIGATION COMPANY, LIMITED.
FOR TIENTSIN.
The Company's Steamship.

"NANCHANG."
Captain Finlayson, will be despatched as above on MONDAY, the 31st instant.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 26th July, 1899. [968a]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
The Company's Steamship.

"DIOMED."
Captain Goodwin, will be despatched as above on MONDAY, the 31st instant.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 26th July, 1899. [921a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA.
The Company's New Steamship.

"DIAMANTE."
Captain G. A. Taylor, will be despatched for the above port, on TUESDAY, the 1st August, at 5 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.
For Freight or Passage, apply to SHEWAN TOMES & Co., General Managers.
Hongkong, 27th July, 1899. [972a]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
The Company's Steamship.

"CHANGSHA."
Captain Moore, will be despatched on SUNDAY, the 6th August, at Daylight.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 21st July, 1899. [953a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.
FOR NEW YORK VIA SUEZ CANAL.
The Steamship.

"INDRALEMA."
Captain Baker, will be despatched as above on or about the 12th August.
For Freight, apply to JARDINE, MATHESON & Co., Agents.
Hongkong, 21st July, 1899. [959a]

FOR NEW YORK VIA SUEZ CANAL.
The British Steamship.

"GHAEZE."
will be despatched for the above port on or about the 24th August, 1899.

"SIKH" STEAMERS.
"ARGYL" At Intervals of 2 weeks.
"JOHN SANDERSON"
"AFGHANISTAN"
For Freight, apply to DODWELL & CO., LIMITED, Agents.
Hongkong, 27th July, 1899. [968a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.
(ROBT. M. SLOMAN & CO.—HAMBURG.)
FOR NEW YORK VIA SUEZ CANAL.
The Full-powered Steamship.

"PISA"
will be despatched as above on or about the 15th September.
The Steamer has Superior Accommodation for First and Second class Passengers and has an Average Speed of 17 knots per hour.
For Freight or Passage, apply to CARLWITZ & Co., Agents.
Hongkong, 18th July, 1899. [938a]

NOTICE.
THE OFFICES OF THE "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. Powell & Co.) to which address all communications should be addressed.
J. H. SKERTCHLY, Manager.
Hongkong, 1st May, 1899.

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENVENUE" FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th August, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st instant, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.
Hongkong, 24th July, 1899. [966a]

NORDDEUTSCHER LLOYD.
NOTICE TO CONSIGNEES.

S.S. "PRINZ HEINRICH."

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 1st August, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 1st August, and THURSDAY, the 3rd August, at 9.30 A.M.

All Claims must reach us before the 11th August, or they will not be recognized.

Bills of Lading will be countersigned by the Undersigned.

No Fire Insurance has been effected. MELCHERS & Co., Agents.
Hongkong, 25th July, 1899. [942a]

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship.

"LIGHTNING,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after the 29th instant, at 2 P.M., will be landed at Consignees' risk and expense, into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by DAVID SASSON, SONS & Co., Agents.
Hongkong, 26th July, 1899. [969a]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamship

"FORMOSA" FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—From Madras, &c., &c. S.S. *Loddiana*.

Optional Goods will be landed here unless instructions are given to the contrary before 4 A.M. TO-MORROW.

Goods not cleared by the 2nd August, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.
Hongkong, 27th July, 1899. [5]

Intimations.

NOTICE.
PRIVATE BOARD AND RESIDENCE, 166, Queen's Road East.

Mrs. HORTON.
Hongkong, 30th June, 1899. [953a]

MITSUI BUSSAN KAISHA
No. 6, 1st House Street, Praya Central.

Head Office—TOKIO.
Branch Offices—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agents—Mitsui Coal Mines, Onoda Coal Mines, Onoda Marine Insurance Co., Limited, Mitsui Fire Insurance Co., Limited, Imperial Government Paper Mills, Japan, Cotton Cleaning and Wg. Co., Shanghai, Onoda Cement Company, Japan, Kanagawa Cotton Spinning Mill, Japan, The Mitsui Cotton Spinning Mill, Limited, The Mitsui Cotton Spinning Mill, Japan, Hayashi Clock Factory, Hongkong, 11th December, 1896. [45]

LET 'EM ALL COME
TO
YEE CHUN'S STUDIO

No. 22, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS of every description are executed at Moderate Prices. Hongkong, 1st May, 1899. [104]

Intimations.

F. BLACKHEAD & CO.,

SHIP CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.
PRAYA CENTRAL HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c. &c. &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c. EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.
Hongkong, 14th May, 1896. [59]

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING—

BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c. &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS. Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS—13, PRAYA CENTRAL.

For full particulars &c., &c., Apply to W. STUART HARRISON, Manager.

Hongkong, 18th January, 1898. [155]

THE NEW FRENCH REMEDY.

THER

Intimations.

CARDOLINE M. AVERNARIUS
USED FOR OVER 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,
LÜTGENS, EINSTAMANN & Co.
Hongkong, 11th September, 1898. (10)

MEE CHEUNG,
PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

IS now in a position, in his new and complete medium format, to take, as heretofore, ALL PHOTOGRAPHIC ART PRACTISED in the Colony or in any part of the Far East. GROUPS AND VIEWS a specialty.
Hongkong, 22nd September 1898. (45)

SIEN TING,
SURGEON DENTIST.

No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation free.

Hongkong, 27th September, 1898. (43)

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST.

No. 4, Queen's Road Central.

Hongkong, 8th March, 1899. (18a)

SANTAL MIDY CURES
all discharges from the genital organs in either sex in 48 HOURS.
Santal-Midy is a specific for Gonorrhea, Cystitis, and all other diseases of the urinary tract.
Unlike the sandal oil of the Bazar, it is superior to all other remedies, and causes no inconvenience.
Beware of imitations.
Each tiny Capsule bears the name **SANTAL MIDY**.
8, RUE VIVIER, PARIS.

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:
GERARD C. TOUHY, American bark, J. F. Surtell, By Order.

For Sale.

NOW READY.

HONGKONG RACES, 1899.

THE "HONGKONG TELEGRAPH'S" ACCOUNT OF THE 1899 RACE MEETING

with TABULATED STATEMENTS OF PLACED and UNPLACED PONIES, JOCKEYS and OWNERS.

PRICE 50 CENTS.

Only a limited number printed. Send orders early to

The Manager,

"HONGKONG TELEGRAPH" OFFICE,

50, Queen's Road Central.

Hongkong, 6th March, 1899.

The Share Market.

LATEST QUOTATIONS.

(July 28th.)

Hongkong and Shanghai Banking Corporation 34 1/2 per cent. prem.

The Bank of China & Japan, Ltd.—(Preference) nominal.

The Bank of China & Japan, Ltd.—(Ordinary) 41 buyers.

The Bank of China & Japan, Ltd.—(Deferred)—5 1/2 buyers.

National Bank of China, Ltd.—\$24 Do.

Do. —\$24 Do.

Marine Insurances.

Union Insurance Society of Canton, Ltd.—\$23 1/2.

China Traders Insurance Co., Limited—\$22.

North China Insurance Co., Ltd.—\$120.

Yonghe Insurance Assoc. Ltd.—\$120.

Canton Insurance Office, Ltd.—\$140.

Sinfa Insurance Co., Ltd.—\$64.

Fire Insurances.

Hongkong Fire Ins. Co., Ltd.—\$310.

China Fire Ins. Co., Ltd.—\$89 sellers.

Shipping.

Hongkong, Canton & Macao Steamboat Co., Limited—\$32 1/2.

Indo-China Steam Navigation Company, Ltd.—\$62.

China and Manila S.S. Co., Ltd.—\$91.

Douglas Steamship Co., Ltd.—\$56.

China Mutual S. N. Co., Ltd.—(Preference)—40 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—43 buyers.

China Mutual S. N. Co., Ltd.—(Deferred)—43 buyers.

Star Ferry Co., Ltd.—\$164.

Refineries.

China Sugar Refining Co., Ltd.—\$171.

Luxon Sugar Refining Co., Ltd.—\$171.

Mining.

Panjin Mining Co., Ltd.—\$14.

Do. —Preference Shares—\$250.

Société Française des Charbonnages du Tonkin—\$250.

Do. —Preference Shares—\$250.

Do. —Ordinary Shares—\$250.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd.—\$45 per cent. prem.

Hongkong and Kowloon Wharf and Godown Company, Limited—\$96 1/2.

Wanchai Warehouse and Storage Co., Ltd.—\$41.

New Amoy Dock Co., Ltd.—\$15 1/2.

Lands, Hotels and Buildings.

China Property Loan and Mortgage Co., Ltd.—\$97 1/2.

Hongkong Land Investment and Agency Co., Ltd.—\$100.

Kowloon Land and Building Co., Ltd.—\$30.

West Point Building Co., Ltd.—\$33.

Hongkong Hotel Co., Ltd.—\$108.

Humphreys Estate and Finance Co., Ltd.—\$117 1/2.

Miscellaneous.

Green Island Cement Co., Ltd.—\$28 1/2.

China-Borneo Co., Limited—\$5 buyers.

A. S. Watson & Co., Limited—\$17.

Hongkong Electric Co., Limited—\$13.

Hongkong and China Gas Co., Ltd.—\$130.

Hongkong Rope Manufacturing Co., Ltd.—\$181.

Geo. Fenwick & Co., Ltd.—\$43.

Hongkong Ice Co., Ltd.—\$124.

Hongkong High-Level Tramways Co., Ltd.—\$145.

Dairy Farm Co., Limited—\$54.

Hongkong & China Bakery Co., Ltd.—\$25.

Campbell, Moore & Co., Ltd.—\$11.

Bell's Asbestos Eastern Agency, Limited—\$1 nominal.

Bells Asbestos Eastern Agency, Ltd.—\$5.

Carmichael & Co., Limited—\$8.

Dyeing and Cotton Spinning, Weaving and Hongkong Cotton Co., Ltd.—\$50.

Ewo Cotton Spinning & W. Co., Ltd.—\$15 70.

International Cotton Mfg. Co., Ltd.—\$15 70.

Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.—\$15 70.

Soy Chee Cotton Spinning Co., Ltd.—\$15 350.

Yahloong Cotton Spinning Co., Ltd.—\$15 55.

Tebrau Planting Co., Ltd.—\$4 per share.

Benjamin, Kelly & Potts (Share Brokers).
Telegraph Address—"Rialto."

EXCHANGE.

Hongkong, 28th July.

ON LONDON, Telegraphic Transfer 1/11 1/2

Bank Bills, on demand (1/11 1/2)

Credits, 4 months' sight 2/0

Dinants, 4 months' sight 2/0 1/2

ON BERLIN, (demand) M. 20 1/2

ON PARIS, Bank Bills, on demand 2/48

Credits, 4 months' sight 2/52

ON NEW YORK, Bank Bills, on demand 48 1/2

Credits, 30 days' sight 48 1/2

ON BOMBAY, Telegraphic Transfer 147 1/2

On demand 148

ON SHANGHAI, Telegraphic Transfer 72 1/2

Private, 30 days' sight 73

ON YOKOHAMA, T.T. 4 per cent. prem.

Sovereigns, Bank's Buying Rate \$100 00

Gold Leaf 100 touch, per tael \$29 00

Bar Silver 27 11 1/2

Dollars 1 1/2 per cent. prem.

OPIUM QUOTATIONS.

Hongkong, 28th July.

New Patna, \$37 1/2 per chest.

New Benares, \$37 1/2

New Malwa, credit \$107 1/2 per picul.

Old Malwa, credit \$107 1/2

Persian, paper tied \$107 1/2

VISITORS AT THE HONGKONG HOTEL.

Mr. J. H. Aitken

Miss Rose Anderson

Mr. John Angus

Mr. W. S. Bailey

Mr. B. J. Balfour

Mr. W. J. Blackhall

Miss Barredo and

governess

Mr. and Mrs. A. H.

Boitenheim

Mr. F. Buchhoff

Mr. T. F. Bungdorff

Capt. Burnie

Mr. C. M. G. Burnie

Mr. J. H. Carpenter

Dr. at Mrs. F. W.

Clark

Mr. A. W. Cross

Mr. J. W. Deacon

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Lieut. Genl. Ganford

Mrs. G. E. Gelm

Mr. & Mrs. K. Gibson

Capt. Goddard

Major and Mrs. Griffin

Mr. H. H. Grimes

Mr. R. J. Hall

Mr. and Mrs. Hansser

Mr. and Mrs. H. H.

VISITORS AT THE WINDSOR HOTEL.

Mr. L. Bartholin

Mr. and Mrs. Nathan

Benis

Mr. and Mrs. E. C.

Borcher

Mr. W. Bray

Mr. C. F. Brichert

Mr. Chesney Duncan

VESSELS IN PORT.

Steamers.

ARIAKE MARU, Japanese steamer, 1,886, T.

Tokyo, 27th July, Kuchinotsu 19th July,

Coal—Mitsui Bussan Kaisha.

ATAPA, British steamer, 2,393, Leavy, 19th July,

New York 24th May, and Colombo 5th

July, Oil—Standard Oil Co.

CARMARTHENSIRE, British steamer, 1,878,

Bench, 24th July, Moji 17th July, Coal—

Butterfield & Swire.

CHELYDRA, British steamer, 1,568, J. T.

Davies, 21st July, Calcutta via Penang

and Singapore 15th July, General—

Jardine, Matheson & Co.

DEUTEROS, German steamer, 1,001, E. Peter-

sen, 26th July, Saigon 22nd July, Rice—

Siemssen & Co.

DEWANGSE, British steamer, 1,057, Richard

Curtis, 22nd July, Bangkok 14th July,

and Koh-i-chang 16th, General—Yuen

Fat Hong.

DIAMANTE, British steamer, 1,248, G. A.

Taylor, 27th July, Manila 24th July,

Hemp—Shewan, Tomes & Co.

FORMOSA, British steamer, 2,615, A. G. Cobitt,

R.N.R., 27th July, London 17th July

and Singapore 21st July, General—P. &

O. S. N. Co.

GLENGARRY, British steamer, 1,234, F. Gedy,

27th July, London 15th July, and Singa-

pore 21st July, General—McGregor Bros.

& Co.

GODAVEREY, French steamer, 713, Orsim, 1st

April, Saigon 25th March, General—

China.

HAILAN, French steamer, 377, W. Bast, 23rd

July, Foochow 20th July, General—

A. Mary.

HAILONG, British steamer, 783, A. J. Robson,

16th July, Swatow 15th July, General—

Douglas, Laprak & Co.

HAINAN, British steamer, 636, A. Milroy,

27th July, Tamsui 22nd July, Amoy 25th,

and Swatow 26th, General—Douglas, Lap-

rak & Co.

HATING, French steamer, 705, M. Jensen,

27th July, Pakhoi 24th July, and Hoihow

26th, Pigs and General—A. R. Marty.

HINSANG, British steamer, 1,536, M. Crockett,

27th July, Moji 19th July, Coal—Jardine,

Matheson & Co.

HOLSTEIN, German steamer, 1,103, M. Ipland,

7th July, Saigon 2nd July, Rice—Jensen

& Co.

HONGKONG, French steamer, 847, Bastian,

25th July, Halphong 23rd July, and

Hoihow 25th, General—A. R. Marty.

KONG BENG, British steamer, 862, F. W.

Joslin, 27th July, Saigon 22nd July,

General—Woo Kee.

LIGHTNING, British steamer, 2,122, S. Belson,

26th July, Calcutta 18th July, Penang

and Singapore 20th, General—David,

Saisoon Sons & Co.

MARIE JESSEN, German steamer, 1,771, T. C.

Mathieson, 23rd July, Hongay 20th July,

Coal—Jensen & Co.

PROGRESS, German steamer, 687, P. Brandt,

27th July, Touron 24th July, General—

Siemssen & Co.

TACOMA, American steamer, 1,689, Andrew

Dixon, 20th July, Tacoma, Wash. U.S.A.

21st July, General—Doddwell & Co.

YANOTSE, British steamer, 1,418, H. L. Allen,

26th July, Japan and Shanghai 23rd July,

General—Shewan, Tomes & Co.

YAWATA MARU, Japanese steamer, 2,367, A. E.

Moss, 25th July, Nagasaki 1st July,

General—Nippon Yusen Kaisha.

Sailing Vessels.

DRUMBURTON, British 4-mast ship, 1,773,

Spurring, 29th June, Seattle, Wash. 24th